



The Squeaky Wheel

Issue No. 38

Newsletter of the Sacramento Area Bicycle Advocates

May 2006

From the President Happy Bike Commute Month and Other Musings

By Lea Brooks

By the time you read this column, Sacramento-area cyclists will be well on their way to pedaling toward a collective goal of one million miles during the month of May in the six-county region served by the Sacramento Area Council of Governments: Sacramento, Yolo, Placer, El Dorado, Sutter and Yuba.

If you have not yet registered on the Million Mile May Web site, please do so at www.bikecommutemonth.com. The Web site also has lots of useful and fun information about bicycle commuting, so check it out.

Every mile, including commute, errand and recreational trips, counts! Bike Commute Month is a great time to encourage your family, friends and co-workers to try pedaling for transportation. All they may need is a friendly nudge ... they may be more willing now than any time in recent memory due to high gasoline prices.

Inspirational Davis

For those of you who missed the SABA quarterly general membership meeting on April 26, I'll give you the highlights of an excellent presentation on why the city of Davis was recognized by the League of American Bicyclists with a Platinum-level Bicycle Friendly Community award. Davis is the first city in the nation to be so honored.

Davis' accomplishments are many: 27 different grade separations for bicyclists and pedestrians; bike lanes on approximately 95 percent of its arterials and collectors; a general plan that limits roads to four lanes; and a requirement that cul de sacs have connec-

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Bicycle Friendly Community Awards

By Walt Seifert

The League of American Bicyclists has an ongoing Bicycle-Friendly-Community (BFC) Campaign. Cities and counties apply to be recognized as a bicycle-friendly community. The League analyzes the applications for bicycle friendliness in five areas: education, enforcement, encouragement, engineering and evaluation. Qualifying communities are rated at different levels: plati-

Bike Education Reaches Hundreds

By Walt Seifert

From February through April, SABA helped educate more than 300 would-be and existing cyclists. The knowledge-hungry students attended 13 employer-hosted Smart Cycling Clinics. League Certified Instructors (LCIs) and SABA members Bjorn Haake, Owen Howlett and Walt Seifert led the one-hour Smart Cycling sessions. The clinics consisted of PowerPoint presentations covering bike commuting and safety

MILLION MILE MAY



Log your commute, errand and recreation miles
www.bikecommutemonth.com

num, gold, silver or bronze.

The city of Davis has received considerable acclaim as the only community in the country that has received the top-level Platinum award. Locally, the city of Folsom has received a Silver level award.

SABA would like every community in the

basics followed by questions and answers.

In addition, a companion education program proved very popular. The oversubscribed program provided \$50 rebates for the comprehensive League of American Bicyclists Road I course. LCIs Jerry Barton, Bjorn and Owen scheduled eight Road I courses

Community Awards, page 3

Bicycle Education, page 3

SABA Mission

*SABA represents bicyclists.
Our aim is more and safer trips by bike.*

SABA Vision

*Bicycling for everyday transportation is common
because it is safe, convenient and desirable.*

SABA's Folsom Chapter, the Folsom Area Bicycle Advocates (FABA), meets at 7 p.m. the third Thursday of the month. For more information, call Chapter Chair Tony Powers at (916) 353-1745 or you may e-mail FABA at faba_info@sacbike.com.

The Squeaky Wheel

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SABActions

Meetings

SABA members attended these meetings:

- Metropolitan Transportation Plan workshops
- Bike Commute Week Planning
- American River Parkway Plan Update
- SACOG Bicycle/Pedestrian Committee

Letters

SABA sent letters to:

- Sacramento City Council urging greater emphasis on its voluntary green waste containerization program
- Central Valley Regional Water Quality Control Board asking for strong action to protect water quality (which will also help protect cyclists)
- Regional city councils and managers requesting that their respective cities apply for Bicycle Friendly Community awards
- Assembly member Dave Jones asking for inclusion of bicycle funding in the state infrastructure bond

Testimony

- Before the Sacramento Area Council of Governments regarding Bicycle Friendly Communities and the great potential for "non-motorized" (i.e., biking and walking) transportation

Valet Service

Valet Bike Parking Provided at:

- Sacramento Bike Hikers Party Pardee
- Earth Day

Other

- Made presentations about SABA and cycling issues to Sacramento Bike Hikers and Sacramento Wheelmen
- Held Smart Cycling Clinics
- Wrote op-ed piece for *Sacramento Business Journal*
- Helped at April 29 Energizer Stations promoting Bike Commute Month
- Staffed table on Earth Day at CSUS (and were interviewed by Channel 3, KCRA-TV)

SABA Pizza Party — Pizza, Soda and Doin' Stuff

The monthly SABA Volunteer Work and Pizza Party will be Thursday, June 8 from 5:30 to 7:30 p.m. at SABA Gold Rush HQ, 909 12th Street.

Join us for a quick work party, and then bike home in the cool evening air.



President, page 1

tions to bike paths. City residents voted to get rid of public school buses years ago because so many youngsters ride or walk to school.

Davis Bicycle Coordinator Tim Bustos said that the city actively began incorporating the bicycle into its transportation infrastructure in the mid 1960s when Davis was a college town with a population of approximately 5,000. Tim credited Davis' success to flat terrain and a mild climate, enlightened citizens, dedicated advocates and visionary elected officials inspired by Dave Pelz, the city's public works director who served for more than two decades prior to his retirement.

Dave, an engineer, observed how bicycles were part of the culture while traveling in Europe and applied those principles in Davis, according to Tim. The city's general plan institutionalizes bicycles as a form of transportation, which means that developers must accommodate bicyclists and pedestrians at the same level of motor vehicles. Motor vehicle convenience cannot compromise bicycle and pedestrian safety.

Tim cautioned that Davis cannot rest on its laurels because the community is changing and new residents are not as committed to bicycling. Davis' population has ballooned to 65,000. According to the 2000 census, 17 percent of trips to work are by bicycle, a drop from 25 percent in the 1990 census.

Of the many lessons to be learned from Davis' success, the general plan is one of the most important keys to supporting and encouraging bicycling. In Sacramento County, for example, SABA's efforts would be so much easier if developers were automatically required to accommodate bicyclists and pedestrians at the same level of motor vehicles as in Davis.

Sacramento County is currently updating its general plan and will soon begin updating the county portion of the City-County Bikeway Master Plan. Please read the member profile of Teri Duarte on page 5 to get an idea of how SABA is working to incorporate its vision of bicycle- and pedestrian-friendly communities into the general plan.

Unlike Davis, where roads are limited to four lanes, Sacramento County (in addition to Rancho Cordova, Elk Grove and Folsom) seems committed to six-lane, suburban-style roads. Even with bike lanes and sidewalks, six-lane roads are intimidating and unpleasant for bicyclists and pedestrians.

In a recent opinion piece in the *San Francisco Chronicle*, "Four wheels always win over two legs," Emeryville architect Arrol Gellner called six-lane thoroughfares "barren, monotonous and alienating cityscapes" in addition to "daunting barriers to people on foot, no matter how many kinds of whiz-bang pedestrian signals we install. Rather than drawing our cities together, our roads tear them apart, providing one more incentive for Americans to drive instead of walk."

Mr. Gellner went on to say: "Ironically, in the dwindling number of places where human-scaled roads still remain, city engineers are scrambling to widen them, always with the specious objective of easing congestion. Yet as both traffic studies and common sense can easily confirm, this so-called improvement is pure bunk. The only thing America's incessant street widening programs really do – aside from keeping paving contractors in clover – is to invite even more automobile traffic."

Keep that thought as the Sacramento County Board of Supervisors takes a final vote later this year to widen Hazel Av-

enue from Highway 50 to Madison Avenue, including the bridge over the American River, from four to six lanes at an astronomical cost of \$67 million.

I'm not optimistic that bicycle and pedestrian advocates will be able to stop the tidal wave of six-lane roads even with the very real threat of sustained high gasoline prices, limited fossil fuel and global warming. The best we may be able to secure is bike lanes and landscaping on these miserable thoroughfares.

With the city of Davis as our inspiration, we will continue to fight the good fight. Please see Walt Seifert's article on page 1, "Bicycle Friendly Community Awards," about SABA's strategy to encourage the area's communities to apply for Bicycle Friendly Community awards.

New County Coordinator

Dan Klinker, an associate civil engineer, is Sacramento County's new alternative modes coordinator. He replaces Ron Vicari, who was promoted to senior civil engineer. SABA looks forward to working with Dan, who will be overseeing a comprehensive update of the Sacramento County portion of the City-County Bikeway Master Plan. SABA will feature Dan in the June issue of the Squeaky Wheel. 🌱

Community Awards, page 1

Sacramento region to be a bicycle-friendly community. We asked Sacramento Area Council of Governments' board members to have the jurisdictions they represent apply for the BFC award. We followed up with individual letters to Sacramento, Citrus Heights, Rancho Cordova, Elk Grove, Galt, West Sacramento, Roseville, Woodland, Yuba City, Marysville and Sacramento County. We asked Folsom to reapply and try to reach a higher level award.

We're hoping the awards will stimulate friendly competition between the cities. We believe the application process will provide a useful metric to measure progress over time — to assess where communities are now and how much more they need to do to improve things for cyclists. We hope vying for the award, or trying to bump up to a higher award level, will give communities one more incentive to do the right thing. 🌱

Bicycle Education, page 1

in Folsom, Roseville, Rancho Cordova and Sacramento. Due to the demand, a total of 50 rebates were given, 20 more than the 30 originally planned.

SABA received a grant covering the cost of both the clinics and rebates from the California Center for Physical Activity's Healthy Transportation Network via the California Bicycle Coalition. We're hopeful that funding for these programs will be available again next year.

Going beyond the grant program, SABA on its own provided four scholarships for Road I students. The continuing SABA scholarship program is intended to make decision-makers more knowledgeable about cycling. Those eligible for the scholarship program are government staff members who work in planning and transportation jobs that affect cycling, city and county planning commissioners, city council members and county supervisors, and members of the media who report on transportation. 🌱

Can the Trash!

The SABA-led Can the Trash! Coalition continues to make progress in its efforts to end the dumping of green waste on the streets in Sacramento, Davis and Woodland.

The Coalition sent a letter to the city of Sacramento urging the city to do more to promote its voluntary containerization program. In another letter, the Coalition supported anticipated strong actions by the state Central Valley Regional Water Quality Control Board to protect water quality and ensure that green wastes do not degrade stormwater quality.

Responding to an earlier Can the Trash! Coalition letter, the city of Davis' public works director said the city is working on a draft report that would be taken to its Bicycle Advisory and Natural Resources commissions this summer and to the city council in September.

If you live in the city of Sacramento, sign up for the city's voluntary containerization program online through the SABA Web site, www.sacbike.org.



An example of the problem as shown on the SABA website

SABA Receives Grant

The League of American Bicyclists, Shimano America and Bicycle Retailer & Industry News announced a \$1,000 grant to support SABA's efforts to promote Bike Commute Month, including a ride highlighting successful bike projects and making a statement about cycling's cultural acceptability. In addition, SABA will be working on creating more Bicycle Friendly Communities in the region.

More than 110 communities applied for the grant and only 15 grants were awarded. See other articles in this issue on SABA's activities related to the grant. Thanks, LAB and Shimano! A complete list of grant winners is at <http://www.bikeleague.org>.



Dry Creek Trail

The dream of a trail in the Dry Creek Parkway is moving a bit closer to reality. The Sacramento County Department of Parks, Recreation and Open Space will be doing detailed design work this year on a paved three-mile trail from Dry Creek Parkway to the Cherry Island soccer complex. Construction is scheduled for 2007.

This middle section is the first of three phases of what will eventually be a 10-mile trail in the county's portion of the parkway.

Dry Creek Parkway lies in the northern portion of Sacramento County. Long-term plans are to have a trail or trails running the length of the entire parkway. On the west, the trail will eventually connect to the Sacramento Northern Trail and to a proposed trail in the Ueda Parkway. On the east, there will eventually be a link to trails in Placer County leading all the way to Folsom Lake. Eventually, cyclists will be able to pedal a 70-mile loop on separate Class 1 trails using the Ueda, Dry Creek and American River Parkway trails.

The planned Dry Creek trail segment, made possible with \$1.7 million in federal and state funding, will have a new bridge over Dry Creek and a unique bicycle/pedestrian/equestrian crossing of O Street at one of the access points. The crossing will have an equestrian push button mounted high enough that those on horseback will not have to dismount to reach it.



Source: Dry Creek Parkway Master Plan Project and Dry Creek Conservancy

Volunteer Opportunities

SABA is planning its first-ever fund raising ride for 2007. Volunteers are needed for a committee to do ride planning. If you are interested in seeing SABA have a great family-oriented ride and in being more involved with the organization, please contact committee chair Joe Hartzog by email at jhartzog@winfirst.com.

If you'd like to hear some music and help out with SABA's valet bicycle parking at the Friday night concert-in-the-park series at Cesar Chavez Park in downtown Sacramento, drop SABA Volunteer Coordinator Larry Robinson a line at volunteer@sacbike.org.

Member Profile

Teri Duarte

By Albert Balingit

Teri Duarte believes that our environment of streets, buildings, parks and sidewalks is the key to good health. She envisions an environment that makes walking and biking easier and housing developments where stores are close to homes, allowing people to walk or bike rather than driving in their cars.

Imagine street systems in grids rather than full of cul de sacs with streets that are causing people to drive long distances to get to the store or park located behind them. This is the dream she hopes to achieve with her work in promoting livable communities.

In her work, she publicly comments on housing developments and works with urban planners and local elected officials to make the Sacramento area more amenable to walking and riding. She noted that people in public health such as herself are being increasingly encouraged to get involved in land use and transportation planning. At the same time, there is a growing public interest in development that is pedestrian- and bike-friendly.

One example is a shopping center to be located in North Natomas at the intersection of Del Paso Boulevard and Interstate 5. As a result of community involvement, the developer changed the plan from a traditional “everybody drives” shopping center to one which incorporates walking into the plan with large sidewalks, parking placed behind the buildings and the addition of hundreds of nearby apartments and housing.

Teri’s day job is directing the Sacramento County’s Women, Infant and Children’s (WIC) Nutrition Program, which provides nutrition education and food assistance to pregnant women as well as children up to 5 years old. Teri is a registered dietitian who has observed that obesity has eclipsed hunger

and malnutrition as the number one public health nutrition problem facing the low-income population. Teri sees herself better serving her clientele by advocating for structural changes in the environment that promote physical activity such as biking and walking. She noted that our developments that create dependency on the automobile and encourage inactivity are in essence a major cause of the obesity epidemic.

As a SABA volunteer, she’s involved in the Sacramento County’s General Plan update. She makes sure our interests as cyclists are considered as the Board of Supervisors and the county’s planners update this master plan for development over the next 25 years. She advocates for “smart growth” land-use ideas such as compact development and greenways. She advocates for “complete streets” that are safe and comfortable for all users and bike parking. Her advocacy is reflected in a memo from the director of the Community Development Department in which the Board of Supervisors was told of the need for more bicycling facilities located in streets with less traffic.

Teri bikes to work on a hybrid at least once a week from her home in Hollywood Park to the Sacramento County WIC office at 24th and Florin. She wishes she could commute by bike more, but that is not possible since her job requires her to travel to meetings throughout the county. She encourages her other staff to ride, but of more than 60 employees, only two others are cyclists.

However, Teri hopes that by her example, dressed in her business clothes, she may inspire others into thinking that fancy biking clothes are not a necessity for biking. Like all of us, she sees the environmental and personal benefits of biking to work. It is another form of multi-tasking — combining the time of commuting and exercising with achieving spiritual goals as well. ☸

Press Coverage

Bicycling has been in the news of late. *The Sacramento Bee* has had two articles about a 70-year old woman cyclist who received a \$157 ticket for running a stop sign on M Street in East Sacramento. There were a number of letters to the editor in reaction to the ticketing report.

An article about the Freeport Boulevard and 21st Street conversion to two-way traffic described the neighborhood support for bike access. Design for the project is to be done by February 2007, but right now there is no money for construction. The Sacramento City Council approved the restoration of two-way traffic in 2004.

A major *Bee* article (plus an article in the SACOG *Regional Reporter*) covered the city of Davis’ Platinum Award from the League of American Bicyclists and *Bicycling Magazine* recognition for being a good place to ride a bike.

The Bee has also covered bicyclists crossing the American River by using the Interstate 5 bridge while Discovery Park is flooded and the planned Two Rivers Trail on the south bank of the American River (and possible need for the city to use eminent domain to acquire property for the trail right-of-way).

An article in the May issue of *Inside the City*, “From Invisible to Inviting,” described SABA’s efforts to build and donate to the city of Sacramento the gateway arch at the Sacramento Northern trailhead. ☸



Teri ready to bicycle to work

Letters to the Editor



We want to hear from you!

Preferably e-mail your letter to:

saba@sacbike.org

or mail it to:

SABA

909 12th Street, Suite 114

Sacramento, CA 95814

Letters may be edited for length or clarity.

Editor:

I took a brief trip down memory (bike) lane when I opened the April issue of The Squeaky Wheel and saw the photo of Bjorn Haake's bicycle trailer loaded down with furniture and boxes.

While living in Ames, Iowa, in the early 1990s, I saw many such trailers often loaded down with hundreds of pounds of stuff — being pulled by bicyclists. These trailers were some-



times even connected two or three in a series!

The company from which Mr. Haake bought the trailer—Bikes At Work, Inc. (www.bikesatwork.com)—used to be called Fresh Aire Delivery Service. It started as a grocery delivery service, but quickly expanded into other types of bicycle deliveries. One of its most popular services was recycling. Ames—a university town of about 50,000 people—did not have a curbside recycling service, so residents had to haul their own recycling to recycle centers. I was one of many people who paid a monthly fee to have my recycling picked up by Fresh Aire and hauled off on bicycle trailers.

Though the company has since entered the bicycle trailer business, it still provides delivery services to the residents of Ames and to university dormitories. An added bonus: It offers a unique, healthy employment opportunity to several college students each semester.

Kevin Porter

Welcome New Members

Marc Christensen
Darren Frame
Darrell Johnson
Margy Krell
Peter Linker
Ariane Lyons
Ann Mahaney
Anna McLaughlin
Wayne Muller
Steve Nichols
Mark Roberts
William Schuab
Lisa Wilson
Al Yarber



Welcome back

Liz Strauss & Sarah Steinheimer



Membership Contest Nears End

Don't forget SABA's membership contest, which continues through May 31. You can receive great prizes simply for encouraging people (or businesses) to join SABA. Every cyclist and everyone who supports cycling should be a SABA member! Help us reach 1,000 members.

For you to get credit, members you recruit must indicate on their membership application that you referred them.

Prize for adding a single new member is a snazzy SABA T-shirt. For three to 10 new members, prizes range from \$50-\$200 in bike shop gift certificates. Full details are in the March newsletter. Help the cycling community and support SABA by encouraging people to do the right thing and join SABA. ☺



Bike Commute Month

Bike Commute Month T-shirts, water and snacks were handed out at six Energizer Stations on April 29. Many



people learned about Bike Commute Month for the first time and said they would pledge miles for Million Mile May.

Bike Commute Month activities were set to continue with a press conference and a ride in downtown Sacramento on May 5. The ride required a lot of last-minute scrambling because of a date and location change prompted by a large pro-immigration demonstration May 1 at the Capitol.

Riders checked out the space for bikes on the Tower Bridge, the future bike/pedestrian crossing of Interstate 5 at R Street and the "road-diet" on N Street that reduced the number of lanes on the one-way street from three to two with bike lanes on both sides.

At deadline for the Squeaky Wheel, about 1,700 cyclists had pledged to ride nearly 400,000 miles during May. We anticipate both totals will increase considerably in the next few days. By the way, if you haven't already done so, edit your registration and make SABA your group (club/school) affiliation on the bikecommutemonth.com Web site.

Don't forget the wrap-up rally at Nimbus Flat State Park next to Lake Natoma from 2 to 7 p.m. June 9. More details are available at the www.bikecommutemonth.com web site.

More to come on Bike Commute Month in the June Squeaky Wheel. ☺

Tip of the Month Rack It Up!

By David Takemoto-Weerts

Someone once wrote that a bike isn't complete if it doesn't have a rear rack. Clearly that person values the utilitarian and recreational aspects of cycling over the competitive.

But as I thought about my own fleet, I realized that each of my bikes has (or has had most of the time) that rear appendage. I think a decent rear rack is one of the most efficient bike accessories there is when measured on a utility:weight ratio. I'm not always carrying something on my rack, but it's always there when I need it. Add a bungee cord or nylon cinch strap or two, and it's amazing what can be carried back there.

Racks vary greatly in cost, weight and durability. The cheapest department store ones are very limited in their carrying capacity and will not long withstand daily use. The most common racks found at bike shops, fabricated from aluminum tubing, are well-suited to most uses even up to heavy, loaded touring. However, even beefier racks made of chrome-moly steel tubing are available that are virtually bomb-proof. When shopping for a rack, make certain that it fits your particular bike. Some are designed for a mountain bike's geometry, for example, and won't work well on a road bike. Check that your bike has the proper braze-on attachment points. If not, there are fittings that can be added to most frames to accommodate such accessories.

The aft end of a rack is a good place to mount a reflector or taillight. But for reasons that defy logic, it seems that many racks don't offer a way to readily do that, and some modifying and innovation on your part may be necessary.

There are racks designed originally for dual suspension mountain bikes that do not have the side struts that attach near the rear dropouts. They secure around the seat post with a quick-release clamp. These are good for occasional use on most bikes if you don't always need a rack, but they do have lower weight capacity and are impossible to use with panniers unless you get the type which includes side "half" struts that keep the bags away from your wheel.

Final tip: avoid "rack attack" by checking the mounting bolts for tightness periodically and carry a spare bolt in your tool bag. A loose rack strut can cause a disaster if it shifts into your spokes. ☺

David Takemoto-Weerts is the University of California, Davis, bike coordinator and a League of American Bicyclists' certified instructor.

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saba@sacbike.org.

Startling Stats

The cost of operating a bicycle for a year is only \$120 (League of American Bicyclists).

The average family has to work for more than six weeks to pay a year's car expenses, compared to less than one day needed to pay for a year's bicycle expenses. (Based on U.S. Census, 1998 median family income figures.) ☺

Source: www.bicyclinginfo.com

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Contest through May 31!

Join SABA Today! Be a part of better cycling in Sacramento



Sacramento Area Bicycle Advocates Membership Application

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909 12th Street, Suite 114
Sacramento, CA 95814

I want to be a part of an organization that is
doing things for cyclists and the community.

Name: _____

Address: _____

City: _____

State: _____ Zip: _____

Phone (home): (____) _____ - _____

Phone (work): (____) _____ - _____

E-mail address: _____

Membership level:

- \$325 Life* (individuals only)
- \$100 Century*
- \$75 Business/Group
- \$50 Sustaining*
- \$35 Sponsoring
- \$25 Family
- \$20 Individual

* Free T-shirt – indicate size below

Money's not enough! Contact me about
volunteering.

I must have a SABAT-shirt! Shirts are \$12
each.

Size: S M L XL

Members, please share with a friend or acquaintance.